

June 28, 2021

Project #: 24611

Keith Leonard and Doug Rux
City of Newberg
414 E. First Street
Newberg, OR 97132

RE: Zone Change Transportation Assessment – West End Mill District and Quarter Block Parcels

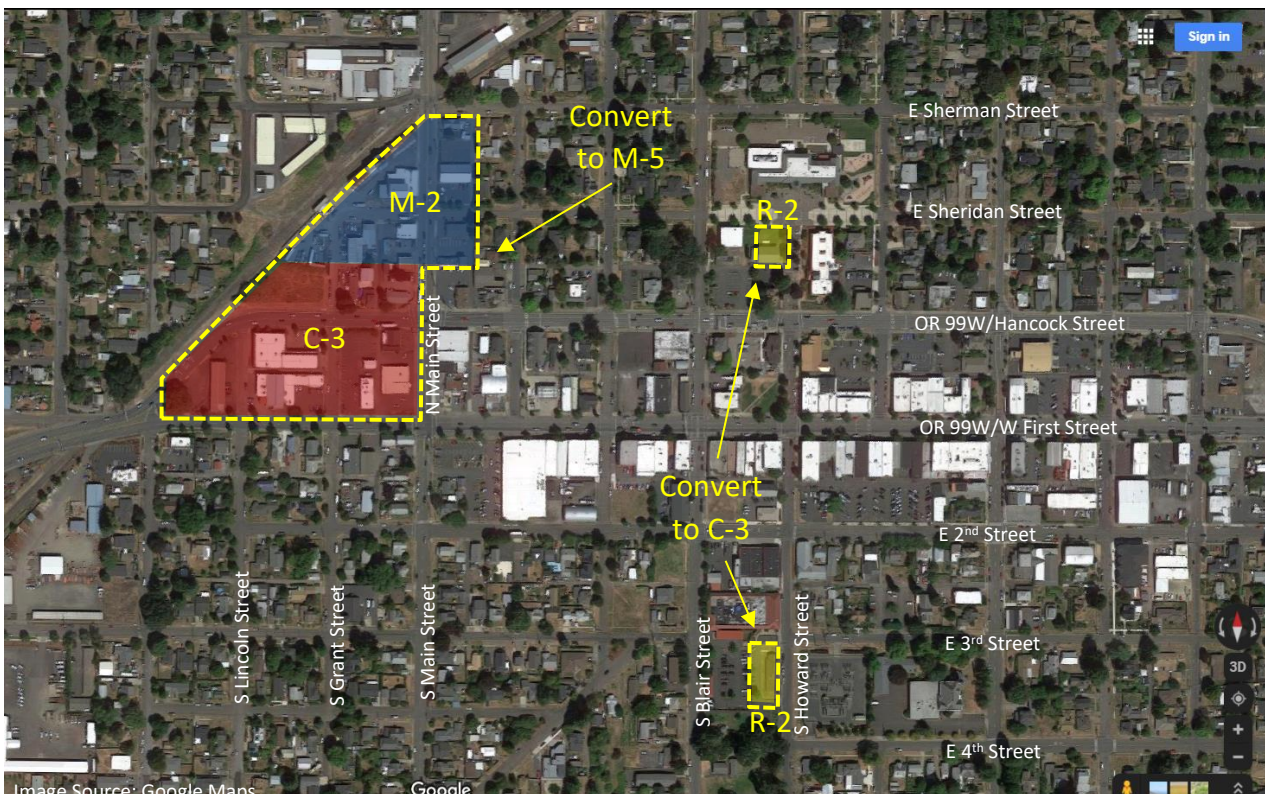
Dear Keith and Doug,

This letter provides a transportation assessment for the following proposed zoning modifications located in downtown Newberg:

- Conversion of several parcels of existing M-2 and C-3 zoning to a new M-5 zone designation
- Conversion of two small lots (7,643 sq. ft and 11,300 sq ft.) of existing R-2 zoning to the Central Business District zoning

The areas under consideration and their existing zoning designations are illustrated in Figure 1 below.

Figure 1 – Study Areas and Existing/Proposed Site Zoning Designations



ZONING MODIFICATION DETAILS

West End/Mill District

Existing Zoning

As illustrated in Figure 1, there are multiple blocks/lots that are proposed to be rezoned. The first block group is located at the west end of downtown Newberg and is roughly bounded by OR 99W/W First Street to the south, N Main Street to the east, E Sherman Street to the north, and the Portland & Western railroad line to the west. Referred to as the West End/Mill District, the southern half is zoned C-3 and consists of a mix of retail/commercial uses including a laundromat, a produce retailer, food mart, auto repair, restaurant, and other small retailers. The northern half is zoned M-2 and consists of several larger industrial buildings, a wine tasting/retailer, several restaurants/eating establishments, and a single-family home.

Proposed Zoning

The City of Newberg has formed a new M-5 Craft Industrial Zone for the West End/Mill District. The purpose of the zone is to create land use flexibility for a greater variety of employment and commercial uses to the area. Specifically, the new zone:

- Limits allowed uses to commercial (including potential hotel use), and light industrial uses with limited impacts to neighbors and high job creation potential.
- Allows residential above the ground floor as part of mixed-use developments, similar to the C-3 zone.
- Creates a 'craft industrial' use category to allow combination of on-site manufacturing and retail component, with a flexible amount of retail space depending on the developer's need.
- Prohibits industrial uses with higher impacts such as warehousing, storage and heavy manufacturing uses.
- Establishes minimum lot size closer to 5,000 SF (similar to C-3 zone) than the 20,000 SF required for M-2 zone.

Two Quarter Block Lots

Existing Zoning

Two other separate quarter-block lots are also proposed to be rezoned. The first is bounded by N Howard Street to the east and E Sheridan Street to the north. It is zoned Medium Density Residential R-2 (and within the Civic Corridor Overlay District) and currently serves as an annex to the Newberg Public Library. The second is bounded by S Howard Street to the east and the Newberg Police Department campus to the north and west. It is also zoned as Medium Density Residential R-2 (and within the Civic Corridor Overlay District) and already operates in a retail capacity housing the Newberg Thrift Shop.

Proposed Zoning

To promote continuity with how the site is currently being used and with adjacent/surrounding land uses, both quarter block lots are proposed to be rezoned as Central Business District C-3 which provides for a wide variety of commercial, retail, assembly, park and open space related uses.

OREGON TRANSPORTATION PLANNING RULE

To comply with Oregon's Transportation Planning Rule (TPR) as documented in Oregon Administrative Rule 660-012-060, it must be shown that the proposed rezone/zone modifications do not result in a significant effect on the transportation system. Given the urban character of all three study areas and the well connected grid network of streets serving them, it is difficult to quantify and accurately assess the transportation-related impacts of the proposed zone modifications from a traditional lot-based trip generation comparison technique. Instead, the zone-based land use assumptions in the Newberg Travel Demand model were consulted/modified and the model-based outputs were re-evaluated accordingly.

Analysis Process

As part of the most recent Newberg Transportation System Plan Update, the City of Newberg developed a detailed set of household and employment forecasts for the City. These forecasts were broken down and assigned to the individual Transportation Analysis Zones (TAZ) that represent the different land uses/blocks/employment areas/residential areas. A summary of these employment and housing figures by individual TAZ were requested from the Oregon Department of Transportation's Transportation Planning and Analysis Unit (TPAU) and reviewed against the existing and proposed zone amendments.

West End/Mill District

The TAZ's that comprise the West End/Mill District include a mix of existing employment/housing and future employment/housing assumptions. These assumptions were compared against the proposed zoning to determine what adjustments might be needed to reflect the uses allowed in the M-5 zone. Through consultation with City staff, it was determined that minor household adjustments were needed to reflect the desire for mixed uses that allow housing above the ground floor.

Two Quarter Block Lots

The TAZs that comprise the two quarter block lots were also reviewed. In these two cases, an adjustment in households was made to reflect the proposed rezone from R-2 housing to C-3 commercial uses. Given the small size of the quarter blocks, all adjustments were relatively small.

Rezone Assessment

Applying the employment and housing adjustments from the three proposed rezone areas, new future PM peak hour turning movement model outputs were generated at several key intersections (1st Street/N Main Street, 1st Street/College Street, Hancock Street/N College Street, Hancock Street/N

Main Street) and compared against the future base model results in the TSP. In summary, it was found that the small model adjustments resulted in no measurable increases in weekday PM peak hour trips at these study intersections. As such, this finding suggests the proposed West End/Mill District M-5 zone and the two quarter block rezones to C-3 will not result in a significant effect on the transportation network.

CONCLUSIONS

Based on this analysis, it is concluded that there are no significant affects associated with the proposed West End/Mill District M-5 zone and the two quarter block rezones according to the provisions of the Transportation Planning Rule and that no further off-site intersection analyses are required as part of the review of the proposed rezones.

Please let us know if you have any questions about the information contained herein.

Sincerely,
KITTELSON & ASSOCIATES, INC.



Matt Hughart, AICP
Principal Planner